

40 Jan 12

Jan 13

Jan 13

Jan 13.

LOBSTERS FOR THE SOLDIERS

TWO HERRING CRAFTS HOME

MADE MONEY BY LAYING OVER

British soldiers at the front will feast on lobster if the proposal of Newfoundland is accepted by the British War Department—it was learned Sunday night.

The bulk of the colony's canned lobster output usually is sold in Germany, but this market has been closed because of the war. While the catch last year was small with a total pack of 12,000 cases as against an average of 20,000 cases in previous years, the packers have been left with virtually the whole of it on their hands.

After the opening of the war, the price dropped nearly 50 per cent.

In order to avoid a complete failure of the industry for the year it is proposed that the British Government purchase all the product at a reasonable figure as a ration for the soldiers in the field.

Freezing Fish in Brine as Soon as Caught.

Freezing fish in brine has been recently demonstrated by Dr. J. H. Hjort, of Norway.

Dr. Hjort used a barrel filled with brine and ice and in this placed fish, quite large ones. These he kept in the brine anywhere from 20 to 40 minutes. When removed they were frozen through to the bone. The brine must be 15 degrees below freezing to cause such quick action on the fish. Under the present method of freezing fish by air it would take fully three times as long to freeze the same fish and then the fish would not be so delicious when cooked. The feature of the new method, Dr. Hjort pointed out, was that the fish retained its natural color and taste. This is not so when frozen by air. Another very important feature of the new method was that it was much quicker as, for instance a large cod could be frozen in an hour, herring in 15 minutes and a haddock in three-quarters of an hour. Under the method now in vogue about three hours would be required to properly freeze a large codfish.

The fish were first dipped in fresh water and just as soon placed in the tank of brine, if it was at the proper temperature, would begin to freeze immediately, the action of the brine on the fish caused the skin to harden right away.—Canadian Fisherman.

Sch. Meteor Also Here from St. Jacques N. F. With Salt Cod.

One by one the Newfoundlanders are arriving, two more of the crafts being here with cargoes of frozen and salt herring this morning.

Sch. Oriole, Capt. Ambrose Fleet, arrived during the night, with a partial load, while yesterday afternoon, Sch. Athlete, Capt. Thomas Benham, made her appearance with a full cargo.

Sch. Meteor also arrived yesterday from St. Jacques, N. F. with 365,000 pounds salt cod, and 42 quintals dry cod for the Gorton-Pew Fisheries Company.

Gill netting receipts yesterday totaled about 20,000 pounds. None of the fleet went out today on account of the storm.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Oriole, Bay of Islands, N. F., 60,000 lbs. frozen herring, 150 bbls. pickled herring, 100 bbls. salt herring.

Sch. Meteor, St. Jacques, N. F., 365,344 lbs. salt cod, 42 qtls. dry cod.

Sch. Athlete, Bay of Islands, N. F., 250,000 lbs. frozen herring, 400 bbls. salt herring, 114 bbls. pickled herring, 3 bbls. cod oil.

Str. Ethel, gill netting, 3000 lbs. frozen fish.

Str. Sawyer, gill netting, 1600 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 4000 lbs. fresh fish.

Str. Julia May, gill netting, 2000 lbs. fresh fish.

Str. Quartette, gill netting, 1000 lbs. fresh fish.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.25; snappers, \$3. Georges halibut codfish, large, \$5; medium, \$4.25.

Eastern halibut codfish, large, 4.25 medium, \$3.75; snappers, \$3.

Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.50.

Hake, \$1.50.

Haddock, \$1.75.

Pollock, \$1.50.

Newfoundland herring, \$3.25 per bbl. for salt bulk, \$4.25 per bbl. for pickled.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Western cod, large, \$2.25; medium, \$1.50; snappers, 75c.

Eastern cod, large, \$2; medium, \$1.50; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.25.

Cusk, large, \$1.75; medium, \$1.15; snappers, 50c.

Pollock, round, 80c; dressed, 90c.

Fresh halibut, 17c for white and 9c for gray.

Newfoundland frozen herring, 3c per lb.

Four Long Headed Skippers Took a Chance and Got a Raise Today.

A small fleet of crafts made the Boston fish pier during the night, including two steam trawlers and three sailing crafts.

Sch. Sylvania, Capt. Jeffery Thomas, Sch. Mary F. Curtis, Henry F. Curtis, and three others of yesterday's fleet laid over till today and profited thereby, securing 3 cents a pound for their haddock.

Wholesale quotations were \$2.25 to \$5 a hundred pounds for haddock, \$4.50 to \$5 for large cod, \$2.50 to \$3 for market cod, \$3 to \$5.50 for hake and \$6 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Billow, 18,000 haddock, 3000 cod.

Str. Surf, 29,000 haddock, 700 cod.

Sch. Gertrude DeCosta, 55,000 cod, 9000 pollock.

Sch. Washakie 11,000 haddock, 16,000 cod, 4000 hake, 11,000 cusk.

Sch. Valerie, 24,000 haddock, 1700 cod, 2000 hake.

Haddock, \$2.25 to \$5 per cwt.; large cod, \$4.50 to \$5; market cod, \$2.50 to \$3; hake, \$3 to \$5.50; pollock, \$3.

LOBSTERS TWO CENTS AT HALIFAX

Says the Halifax, N. S., Herald:

Lobsters of all sizes are now being landed at Halifax by lobster fishing craft from all points along the coast and nothing caught is spared. Very small lobsters are being taken from the pots and sold to dealers without mercy and without a thought of the future for this once great industry. Some fishermen do not seem to give a moment's consideration to the future and are rapidly working the ruin of his fishery. They do not think of what a splendid investment it would be for them to return the small lobsters to the sea where, in two years or so, they would be worth four to five times the value they are when marketed small by them without discrimination.

One fish firm informed The Herald yesterday that they were receiving an average of about 1500 lobsters a day during the past week. A percentage of these are small and for the smallest of them the fishermen are only receiving two cents each. It is a pity that the industry should be slowly but surely ruined by the present methods, and it is high time some action was taken to preserve this valuable fishery.

There was a law that nothing under nine inches were to be taken, but this was later abolished in favor of a standard lobster trap, set by the gov-

ernment, which was of larger than the pots used previously and supposed to allow the small lobster escape and only hold the large ones. Evidently this does not as it was intended to and it is all that some of the lobstermen adhere to the regulation trap. If these fishermen evidently believe the old saying that "a bird in the bush is worth two in the hand," but they to take a broader view of the subject, they would profit in the long run.

The price being paid fishermen for large lobsters is 18 cents each, mediums, 6 cents.

The maritime provinces of Canada will have to look to their laurels as chief controllers of the lobster industry, says the Montreal Journal Commerce. The Maine fishery, had suffered from over-fishing, is now picking up again and—what may be important—a serious effort is made by the American authorities to create a lobster fishery on their coast, in Puget Sound. The department of fisheries of the state of Washington, which has taken the matter has just received 6000 lobsters from the Maine coast, for planting in its waters. Two thousand died in transportation, and 500 more were lost in the business, although at present somewhat depressed on account of the war, is a very important one on the Atlantic coast, and therefore the possibility of a competitive industry picking up on the other side of the continent will be watched with keen interest.

Going to Georges.

Capt. Axel Laager is fitting out a Mildred for a Georges trip.

SALT MACKEREL ARE PRETTY FISH

Says the Fishing Gazette:

"Mackerel holders seem to be doing the market pretty firm. The about putting up their prices for a barrel. I told them to put price up \$10 a barrel, so far as concerned, that I had no desire ever to be an "inside buyer," leading New York authority day.

"I guess all the holders of mackerel as though they were going to raise their price for them before the through," said an eminent Wednesday.

Advices received at Boston telegram, under date of Jan. 10, Liverpool, Eng., report the export of fishing from the various fish markets as being poor, so far as salt mackerel is concerned.

The shipments of Irish salt mackerel from Liverpool, Eng., for the ending Jan. 3 included 100 barrels for Boston, 480 barrels for St. John, 180 barrels for Baltimore and 180 barrels for Philadelphia.

Liverpool, Eng., Dec. 10—Shipments of Irish salt mackerel for week today were as follows: To London, 350 barrels; To Liverpool, 524 barrels; To Bristol, 524 barrels; To Devonian, 524 barrels; To Philadelphia, 120 barrels. To Baltimore, 120 barrels; To Haverford, 316 barrels. To Swansea, 150 barrels. 1,460 barrels.

Contd on page 4

Portland Fishing News.

The sch. Eleanor, of the local fishing fleet, brought in one of the largest trips of the season for a Portland fishing schooner Monday, when she came sailing up the harbor, laden deep with 40,000 pounds of mixed fish, which was sold to the F. S. Willard Company on Central wharf. Practically all of the arrivals Monday were large for the size of the vessels that came in the Marjorie Turner having 25,000, the George Bowden 5000, the Lizzie May, 4000 and the Mustado 5000.

Jan. 13.

Jan 13
 val shipments to date of 1914 Irish
 turn, 13,405 barrels.
 and an eminent authority last
 Thursday, "The market is very easy.
 There is no change because the mar-
 is dead dull. The Norway market
 is open up. There is a big stock
 unsold, and the same is true of
 in Norway. There is no natural
 business."

and a prominent factor a few days
 The Norwegian mackerel situation
 has not been an entirely satisfactory
 during this season. At first prices
 were very high, and going higher.
 Then, all of a sudden, when the goods
 were here, and when it was found
 that a great many of the lots were not
 satisfactory quality, there was a
 slump, and prices went down to the
 level at which they are now. Of
 course we cannot blame buyers if they
 use to pay good prices for poor
 fish, but the Norwegian mackerel
 is that is good we believe is good
 property and will bring a fair price,
 and better prices than are now pre-
 vailing before long, when the demand
 for mackerel starts in again. It will
 be remembered that shortly before the
 Norway mackerel fishing started this
 season a combination had been
 formed in Norway, a so-called trust,
 and from what we hear now this trust
 has either been dissolved or is stand-
 ing on its last legs. Of course we
 report this from hearsay and
 it has been told to us. We do not
 know anything positive about that, but
 we have always been against trusts.
 This great country does not need
 trusts in foodstuffs. Let every one
 paddle his own canoe. There is room
 for everybody in this great wide coun-
 try of ours, and straightforward, hon-
 est competition is good for business.
 At least this is what we believe, and
 practise what we preach."

WENT ASHORE IN BOSTON HARBOR

Sch. Thomas S. Gorton, Capt. Val O'Neil, bound to market early this morning, mis-stayed and went aground on George's Island, Boston harbor.

The tide was coming at the time, and the craft fortunately lay in an easy position. One of the Ross' tugs went to the assistance of the vessel, and succeeded in floating her and towing her to the fish pier at South Boston, where the trip was sold.

The Gorton is quite badly leaking, however, and will go on the railways, as soon as she completes the discharge of her fare.

Say They Cannot Compete.

An interesting admission is made by holders of salt fish on the Pacific coast in a report just received from there by "The Fishing Gazette." The dealers confess that they do not expect to market much of their codfish in the East because they cannot compete with the Canadian and Newfoundland dealers. Consequently the handlers of salt cod in the far West complain that they will have to hold surplus stocks, which they have plenty, until they are able to find new markets for the same. There have been some notable arrivals of codfish at Seattle the past month, and Eastern salt fish merchants have anticipated a lively competition from the Pacific coast. The report goes against expectations, however.

A BOSTON VIEW OF THE FISH PIER FIGHT

Discussing the T wharf—New Fish Pier situation the Boston Globe has the following to say:

Fishing interests from the Virginia Capes to topmast Newfoundland are interested in the indication that Boston is soon to have two big fish marts. It is generally believed that the re-opening of T wharf as a fish market in opposition to the new \$3,000,000 fish pier at South Boston will give rise to a "fish war" with a general slashing of prices.

In this war the wholesale fish dealers on the South Boston pier, corporately known as the Boston Fish Market Corporation, will have as opponents a number of fishing skippers and others, collectively known as the Producers' Fish Exchange.

According to those who have watched developments in the situation carefully the opening of T wharf will bring about a most peculiar state of affairs. They say that the producers of the fish—the skippers—will be able to cut off a large portion of the supply of the wholesale dealers. On the other hand, the wholesale dealers are in a better position as regards markets for their fish, and it is forecasted that the skippers, although they will have plenty of fish for sale, will have difficulty in disposing of their stock.

It seemed to be the consensus of opinion at the Boston Fish Pier, South Boston, that there is "not room in the city of Boston for two big fish markets," and the speedy closing of one of the two marts was prognosticated. Which mart would first give up the struggle was a question strongly debated. It seemed to be a question whether the dealers, without an adequate supply, or the fishing captains, without an adequate market, would be forced to give up first.

Fish Market at T Wharf.

The events leading up to the formation of a company to start a rival fish market at T wharf were many. When the wholesale dealers moved last March to their new pier, there was a big supply of fish coming in and wholesale prices were low. The result was that the skippers got comparatively poor prices for their fish. This caused a good deal of discontent. It was found that vessels could not lie at the new pier as securely as at T wharf, and that the crews missed the familiar haunts along Atlantic avenue. This caused the skippers to haul their vessels over to T wharf and also added to the discontent.

It was realized in certain quarters that "T wharf" was a name with magic in it for the fish business, and it was not long before it was pointed out to the skippers that if they opened a rival mart on the pier with the magic name, inasmuch as their expenses would be less, they stood a good show of making money.

They would not have to pay the tax charged for selling their catch at South Boston, and there were other expenses to be saved, while as members of the new company they would not only re-

ceive pay for their fares but would in addition get their profits from the earnings of the company. The idea proved attractive and some 50 skippers are said to have subscribed for stock in the new concern.

It was originally intended to open the rival fish mart January 1. Later this was changed to January 15 and still later to February 1. What caused the delays has not been explained.

According to reports published recently Dexter Malone, the Atlantic avenue ship chandler, who fits out many of the vessels in the fishing fleet was instrumental in the affairs of the new concern. Mr. Malone stated that he wished it to be distinctly understood that he has no connection with the Producers' Fish Exchange, morally or financially. He does business with the skippers who are stockholders in this concern, he said, the same as with those interested in the new company. He is also a member of the Fishing Masters' Association, and that organization has no official connection with the new company he declared.

It is understood that several Gloucester parties, a real estate man and a well-known owner of fishing vessels, are interested in the new concern, as well as the fishing captains.

Those who have watched the situation say that the new concern could probably undersell the wholesale dealers at South Boston on groundfish, as the expenses at T wharf would be much lower than at the State Pier. T wharf has been renovated since the wholesale dealers left there, most of the stores being rebuilt inside and repainted outside. The basins either side of the pier have been dredged out.

For the past year, dating over six months before the wholesale dealers left it, T wharf has been subject to almost daily visits from agents of the United States Government. Inspectors of the city and State Boards of Health have also visited it at frequent intervals and just previous to the Exodus of the wholesalers the fish dealers were warned that the various agents did not intend to permit the fish business to be carried on at T wharf much longer.

"Pier Now Up to Standard."

It is now said that the repairs made on T wharf bring that pier up to the standard required by the city and State officers.

At the Boston Fish Pier, South Boston every move made toward the re-opening of T wharf is being watched. It is no secret that most of the 42 dealers on the State Pier have invested heavily in the South Boston venture, and that anything which would tend to decrease their trade would be a serious blow for them.

It is not so much competition that they fear one of them explained, but the possibilities of a curtailment of their supply of fish by reason of the fact that the skippers will bring their catches into T wharf after that historic fish mart is again opened for business.

JUNE 13. DISTRESS FLAG SEEN BY BROTHER

Steam Trawler Billow Crippled Near Nantucket and Gale Coming On—Capt. Michael Green in Surf Towed Brother Herbert to Safety.

While dragging a trawl in South channel near Nantucket, Monday, the steam trawler Billow was crippled by striking a submerged obstruction that put the propeller out of commission. The vessel was in a bad plight with a gale brewing and mighty anchor.

Capt. Herbert Green ordered dis-

tress signals displayed, and then waited 24 hours for something to turn up. Along came the trawler Surf, owned by the same company and commanded by Capt. Michael Green, Herbert's brother.

The Surf hooked on to the Billow and began a tow that ended yesterday at the Fish pier, South Boston, a matter of about 24 hours to cover a distance of about 100 miles.